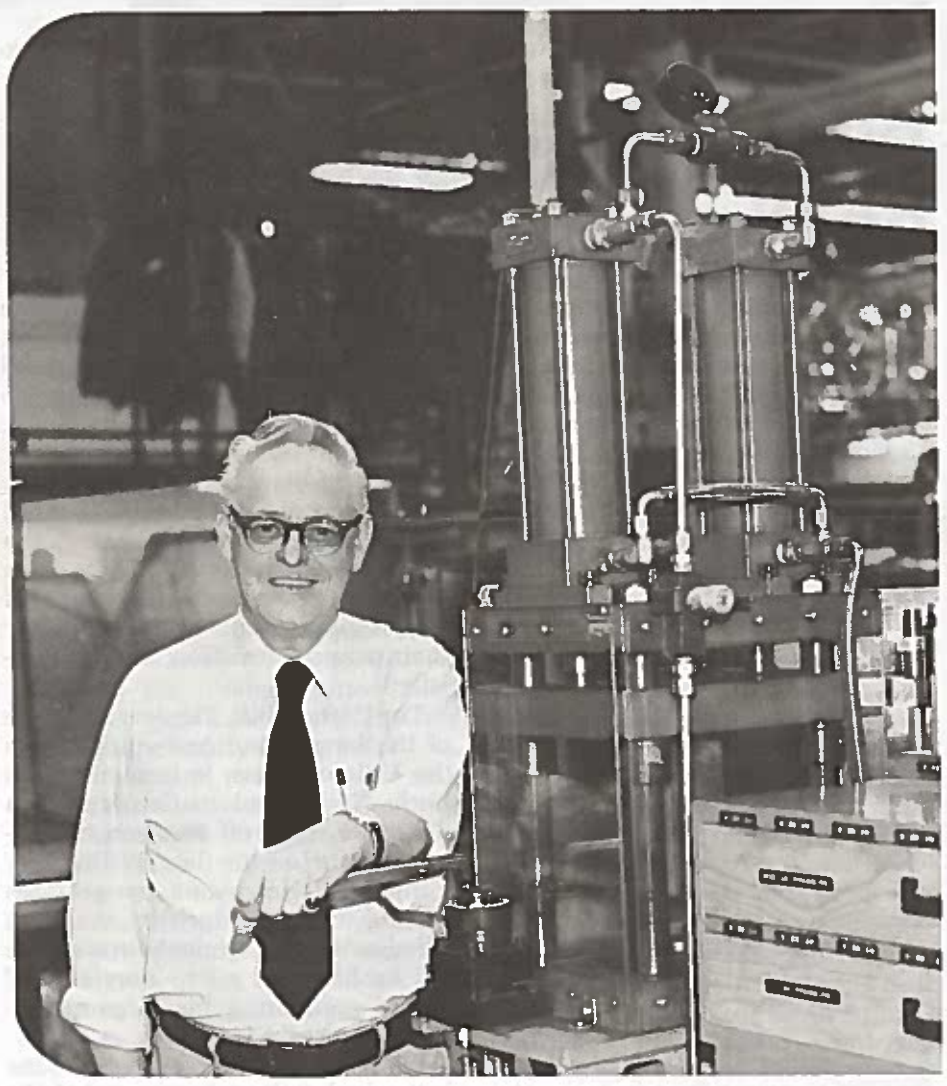
GRUMMAN plane news

Vol. 35, No. 8, Bethpage, N.Y., April 23, 1976



Machine modifiers. Harold Lockwood (L) stands next to the machine that he modified to win $1,750 in U.S. Savings Bonds through Project Sterling. Henry Barral is shown here at the operating console of a cutting machine. He suggested increased feedrates and chiploads (RPM's) that reduced cutting time on each piece by 40 hours.

Trio tops idea till for big bond payoff

Three Grummanites won close to $4,000 in March because they wanted to work faster and more precisely. Their suggestions plus the ideas of all other March Project Sterling winners brought the monthly awards total to $31,525 in U.S. Savings Bonds. Grumman will be saving too, because in the first year of implementation the company will benefit by conserving $1,439,468 in materials and labor.

The top idea, worth $1,000 apiece for John Senia and Henry Barral of the Plant 3 N/C machines department, came about because "We just wanted to work a little faster." Both milling machine operators felt that the titanium wing-pivot fittings for the F-14 could be drilled more quickly, so they suggested increased feedrates and chiploads (RPM's) for the computerized 695 axis cutter.

Henry Barral explained the result; "We kept experimenting and were really amazed at how fast we could go. The rate went from four inches an hour to 20, and a job that used to take eight hours can now be done in an hour and a half." The time saved is about 80 hours per aircraft, and the money saved by Grumman comé to $55,200 a year. Henry viewed the benefits another way. "No matter what, you're here for eight hours a day, and it sure is good to know you're getting the job done faster."

The $2,000 dollars in bonds will be split between John Senia and Barral. John, unfortunately, has been home since last May recovering from heart failure, but his co-worker is sure he'll be coming back to Grumman soon. Henry's $1,000 is going "right into the bank. I'm putting an extension on the house," says Barral, "and that's what the money's going towards."

Henry feels there's been a gradual change in the department personnel's perception of Project Sterling. "I think a lot of guys didn't put in sugestions because they figured it was part of their job. But now they're taking the time to submit

(Continued on page 6)

people

Elizabeth M. Thompson, of Instrument Systems Design, has been placed on loan by Grumman to the National Alliance of Businessmen (NAB) in Jericho. "Chin" Thompson will serve NAB as an account executive contacting Long Island Industrial employers to find jobs for unemployed and underemployed workers.

The National Alliance of Businessmen, a partnership or government, business, and labor, works to reduce unemployment of disadvantaged people, Vietnam-era veterans, and ex-offenders. Elizabeth Thompson joins a staff of national and local executives loaned to the program by their respective companies. The last seven years of operation has seen 48,000 job-seekers placed in Nassau and Suffolk Counties through the NAB Long Island Metro office alone.

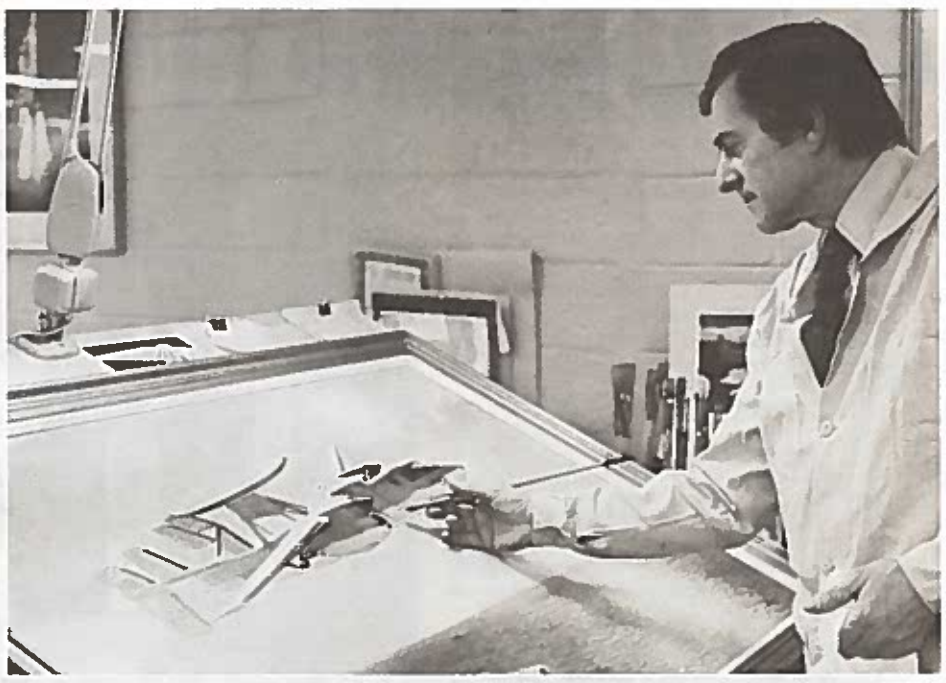
Proud Mom

Betty Bell of Plant 28 is the proud mother of Valerie, the first young woman and the first black person to become president of a senior class at Princeton. Elected president of the class of '77, she is a scholarship student majoring in pre-law studies.

Betty, a widow at her first back-to-work job, has been at Grumman a half-year and handles passenger traffic for Field Administration. Speaking about her daughter, she said, "I really think that she inherited her brains from her father. But she had better not take it easy because her sister, Stephanie, who's a freshman at Harvard, is out to better her."

Winning Clown. On April 10, Bob Barth of Plant 35 (also known as "Robbie the Clown,") received the first place trophy for "White Face Clown" at the Annual Shrine Clown-a-rama in McClean, VA. Robbie (who can twist a balloon into a poodle in 30 seconds) entertained at the Grumman Family Picnic last year. The award was Barth's third consecutive first place honor. But to make it a big Grumman win, Jim Smith ("Jimmy Jet") a technician at Patuxent River garnered third in the same competition.

Two score and ten. A new page in Stuart Operations history book was written recently when Bill Weremeichik (C) of F-14 Final Assembly received word that his 50th employee suggestion had been approved. Vice President Jim Zusi (R), director of Stuart Operations, presented Bill with a silver model of the Tomcat for becoming the first Stuart person to hit the 50 Project Sterling Award mark. Others on hand to congratulate Weremeichik were: (L to R) Art Melrose, deputy director of Stuart Ops; Jim Houlik, director of Factory Ops, and Virge Clerico, manager of Manufacturing.



Finishing touches. Craig Kavafes puts final touches on an E-2C Hawkeye, one of many paintings he has completed for Grumman.

Slice of aerospace history on display at planetarium

The Vanderbilt Planetarium Museum in Centerport is currently showing 24 illustrations by Craig Kavafes, an artist in Grumman's Presentations Department. The exhibit, "Space in Paint," is a selection from Kavafes' works that portray Grumman-made vehicles in past, present, and planned future United States space programs.

Kavafes has been creating Grumman illustrations for nearly 20 years. Now it would be difficult to go anywhere in Grumman without seeing framed reproductions of his original illustrations in colorful gouache. They show action views of the F-14, E-2C, Lunar Module, Orbiting Astrological Observatory (OAO), and just about everything else produced by Grumman Aerospace since 1957.

His work has also managed to find quarters in places outside of Grumman. Recently, Kavafes received a letter from President George Skurla. In part it said: "During my visit to Iran to attend the F-14 dedication ceremonies, I had the pleasure of presenting your painting of the F-14 to General Rabii and General Minu Sepehr.

"Your superb painting was the center of attraction throughout the evening and was a perfect setting for many photographs taken with Iranian dignitaries.

"You did an outstanding job and one that we can all be proud of. Your painting will eventually be hung in the Khatami Air Base Officers' Club which is presently under construction."

Kavafes has had showings of his work at the Franklin Institute in Philadelphia; the Smithsonian Institution in Washington, D.C., and the Hayden Planetarium in New York City. His illustrations have appeared on the New York Times Magazine cover, in the New York Daily News, and various other publications.

Much of his work is done for proposals and the visuals are painted from verbal descriptions before the vehicles ever come into being. It is these representations that are lent for displays and showings after their original function has been satisfied.

The Vanderbilt Planetarium, one of the largest and best-equipped in the United States, is located at 180 Little Neck Road in Centerport on Route 86, (just off 25A) on the 43-acre estate of the late William K. Vanderbilt. Nearby on the grounds stands the Vanderbilt Museum filled with the opulent furnishings left by him and a two-story Hall of Fishes containing his large collection of preserved wildlife.

Planetarium Director Mark Levine has scheduled performances of the current space show in the sky theatre, "An Interstellar Odyssey," for: Thursday and Friday evenings at 8:30; Saturdays at 2, 4, and 8:30 p.m.; and Sundays at 2, 3, 4, and 8:30 p.m. Admissions for adults is $1.50, children 6-12 years of age $1, and senior citizens 75 cents. Children under 6 not admitted. For show reservations and further information, call the Vanderbilt Planetarium at 757-7500.

The Kavafes exhibit and the new Planetarium feature will run in conjunction through the summer. Grummanites can plan to take their families to see both of them, the museum's treasures, and the Hall of Fishes all in one afternoon.

Welcome visitor. ES representative John Mac Ewen chats with Ginny Fleming during hospital visit.

New chief. Charlie Fuschillo, Director of Employee Services, checks out Grumman canoes offered at reduced rate.

Helping hand. Glenn Smeds receives Federal and State income tax forms from ES rep Bob Johnson at Plant 35.

Employee Services — people pleasers

Last week, a man in Plant 5 came to work and a half hour later found that he had his wife's medicine with him. He panicked momentarily because she needed the pills. The night before he had taken her to the hospital but in his rush to get her back home, he had put the pills she had gotten from the doctor in his jacket pocket and forgot about them. Now he was at work, without a car, and didn't know what to do. He spoke to his foreman who called Employee Services. The pills were delivered promptly to his wife.

That incident, perhaps better than any other, illustrates how Employee Services assists Grumman employees. Day in and day out, Employee Services tries to help wherever and whenever it can. Even when ES takes care of a minor annoyance like the renewal of car registrations and operators' licenses, it's a big help to most people. It makes it unnecessary to worry about getting down to the Motor Vehicle Bureau on time and feeling frustrated standing on a line that never seems to move.

About 35 years ago, ES was started at Grumman with the idea of mutual help in mind. World War II was in progress and production was on a seven-day-a-week schedule with 12-hour shifts. The aim of this massive effort was to turn out enough "cats" for the Navy, and on schedule, to fight a two-ocean war. ES, then known as Grumman Welfare, heard peoples troubles and helped regardless of whether it was listening to a personal problem or going to an employee's house to unplug a toaster. Other corporations said Grummanites were being "molly-coddled" but the arrangement paid off handsomely. In March of 1945 Grumman surpassed the production of every other aircraft company *in the world* when it turned out 664 planes — 605 Hellcats and 59 craft of four other types.

Today, the Employee Services staff of 24 people, situated in 14 plants from Garden City to Calverton, use all of their time to be of service to Grummanites. Vice President Tom Rozzi, who heads Security and Personnel, puts it this way: "Employee Services is in business for everyone at Grumman. We try to meet all requests for service or emergencies, but we're the first to admit we can't do the impossible. From getting auto registrations to doing whatever we can for a bereaved widow, we hope to keep the Grumman family happy."

Happiness is not always easy to come by, especially when you're not feeling well and have worries. Picture yourself as a hospital patient, lying in bed and staring at the ceiling after an operation. There could be two unsettling questions on your mind: "When will I get better?" and, maybe even more important, "How will I pay for all of this?" Sure, you know that you have some benefits called hospitalization and medical insurance, but when was the last time you looked them over. Maybe, like many people, you never read them. And, when you are being wheeled down the hall to the operating room, it's too late to be concerned about what should have been done.

Sometimes it takes only a visit from an ES representative to change a worried mind into a confident one. ES representatives can speak knowingly about disability claims, hospital and medical coverage, or the Credit Union policy on outstanding loans during times of illness. This is what Charlie Fuschillo, who succeeded Gus D'Errico as director of ES, means when he says, "We're here to tell the employees what it's all about. We can help in a way that no other Grumman group can. For instance, if someone gets sick on the job, we'll not only assist the Medical Department in taking care of the employee but we'll even make sure the car gets home."

Some service provided for individual Grummanites comes when it's most needed. For instance, at the time of death. There's no easy way any family can face such a tragedy; it's always a numbing and confusing experience. But over the years, ES has not only offered sympathy, it has put its full resources at a family's disposal. Whenever it is necessary, Fuschillo says that ES helps in such matters as insurance, death benefits, funerals, cemeteries, tax forms, and even the appraisal and sale of a house.

The scope of services offered by ES is broad and includes:

- Credit Union information
- obtaining auto registration and operator's licenses, boat and trailer licenses
- providing forms for medical and dental claims and tax schedules
- coordinating the annual Grumman picnic, helping to distribute turkeys at Christmas, and assisting at 25-year luncheons. (If your 25-year watch should need repair, ES will take care of that, too.)
- sending benefit checks to employees on non-pay status
- keeping a treasury for lost-and-found articles and providing postage stamp machines and daily newspapers
- selling discount tickets for the circus, flower show, boat show, ice show, and musicals at the Nassau Coliseum, Jones Beach, and Colonie Hill
- notary service and the sale of money orders

It's obvious that ES has a lot to offer and is the willing "go-for" at Grumman. As a matter of fact, Fuschillo says Employee Services intendes to run a survey among Grummanites to find out whether it can be even more effective in the future.

According to Fuschillo, Employee Services is ready, willing, and able to provide many helpful services and is on call 24 hours a day, seven days a week for any emergency.

The next time you need assistance, give ES a try...they try to please.

Alumni riddle

How do you find 75,000 individuals scattered throughout the world? That's the problem facing the Embry-Riddle Aeronautical University which is now celebrating its Golden Anniversary and is compiling an official history.

Two pioneer aviators—J. Paul Riddle and T. Higbee Embry—started the nation's first air express company and then realized a need to train mechanics and pilots for their new business. In 1926, Embry and Riddle began the flying school that has become an accredited university, giving eight bachelor and two master degrees in aviation programs.

Grummanites who may be or know alumni of the university are asked to contact the: Alumni Director, E-Rau, Regional Airport, Daytona Beach, FL., 32014.

service milestones

R. Skolnick

J.K. Regan

J.A. Eifler

E.R. Perugi

P. Fey

B.J. Wilke

R.E. Addiss

F.C. Savage

W.L. Roe

J. Cusanelli Jr.

R. Lomot

J.J. Carriere

R.A. Duester

T.F. Melia

P.A. Pascucci

J.S. Day

J. Troccoli

J.E. Weidmann

J.R. Julian

R. Danielson

E.L. North

J.S. Meagher

K. Schulz

M.D. Talbi

35

Osmo J. Hill, Dispatching (2)
Morton H. Weinberg, QC Lab. (2)
Richard N. Swanson, Inst. Sys. Des. (7)
Marita P. Looney, GAA (28)
Carmine C. Vitale, ILS Field Serv. Mgt. (35)
Matthew J. McLaughlin, Maint-Rearrangement (36)
Robert W. Cheshire, Final Assy. Trng. Sys. (43)
James C. MacKenzie, Methods Engg.-GSE (43)

30

Herbert T. Yanek, Fuselage Joining (1)
Kenneth J. Morrison, Alodine (2)
Edward J. Lomot, Alodine (2)
Charles Russek, Prototype (2)
Frank R. Salerno, Controls (2)
John J. Menell Jr., Steel Parts Assy. (2)
Willard E. Tuthill, Dets. & Subs Fab. Mgmt. (2)
Frank A. Bruscino, Mods/Methods Status (2)
John H. Culleton, Veh. Liaison Engg. (3)
William J. Gawlik, Flt. Dev. Ops. (7)
Lewis Golden, QC Lab. (10)
Edward G. Morgenegg, Templates (16)
Joseph German, Plant Protection (18)
Alexander J. McRae, Structural Analy. (25)
Albert J. Nickel, Sub-Assy. Major (27)
Charles W. Oliver, Requirements Plng. (30)
Lois H. Starrett, P/S Supply Ops. Mgmt. (30)
Kenneth H. Worden, Hull Assy. (36)
John L. Pollak, Elect. Cable Fab. (44)
Paul W. Tracy, Structural Des. (55)
Louis Raganella, ILS Site Mgt. (86)

25

Robert Skolnick, Sub-Assy. (1)
James K. Regan, Fuselage Assy. (1)
John A. Eifler, Final Assy. (1)
Egidio R. Perugi, Mfg. Tech. Prod. Serv. (1)
Philip Fey, Maint-Rearrangement (1)
Burton J. Wilke, Safety (1)
Richard E. Addiss, Production (1)
Frank C. Savage, Propulsion Test (2)
Wilbur L. Roe, Propulsion Test (2)
John Cusanelli Jr., Machine Shop (2)
Robert Lomot, Honeycomb Prefit (3)
John J. Carriere, Honeycomb Final (3)
Richard A. Duester, Insp-Mech. (3)
Thomas F. Melia, Insp-Mech. (3)
Harry Horyczun, QC Quality Engg. (3)
Philip A. Pascucci, Final Assy. Structure (4)
James S. Day, Flight Ops. (4)
Joseph Troccoli, Flt. Devel/Ops. (4)
John E. Weidmann, Elect. Des. (4)
Joseph R. Julian, Static Test (5)
Reginald Danielson, Food Serv. (5)
Catherine F. Herring, Adv. Civil Sys. (5)
Edward L. North, Proposal Ops. (5)
John S. Meagher, Corp. Contracts (5)
Kenneth Schulz, Structures (6)
Matthew D. Taibi, Structures (6)
William T. Merrell, Mgmt. & Stf. (6)
Walter E. Becher Jr., Prod. Deputy & Statn Foreman (6)
Armand F. Perry, Mfg. Insp. Mech. (7)
Paul D. Burke, Insp-Tooling (11)
Richard A. Percy, Metal & Welding Engag. (12)
Charles Burke, Chem. Engg. Y Process Stand. (12)
John R. Holub, Prog. Estimating/Pricing (15)
Irving Olsen, B/P Warehouses (17)
Paul Baruccheri, Shipping Insp. (17)
Vito Palazzolo, Offsite Control (21)
John W. Abrams, Inventory Plng. & Analy. (21)
Ernest A. Dawson, Maint-Rearrangement (25)
John J. Yuncker, Field Admin. & Liaison (28)
Herbert S. Phillips, Procurement Serv. (30)
Clarence T. Lohse, Material Mgmt. M/S (30)
Richard G. Erdody, P/S Supply Ops. Mgmt. (30)
Harold T. Lowe, Finance Department (30)
Henry G. Locke Jr., Section Admin. (35)
Theodore Schwartz, Standards (35)
Jack C. Combs, Drafting (40)
Donald J. Vazquez, Resources (43)
William Wiederkehr, Maint. Admin. (56)
Joseph Dragotta, Seller Surveillance (87)

20

Andrew Bokrosh Jr., Maint. Waste Dispos. & Ground (2)
George Gluick, Food Serv. Acct. (2)
Merrill Sturman, Insp-Mech. (2)
William F. Walsh, Prod. Ctl-Parts Cntl. (3)
Stephen J. Baylis, QC Tech. Serv. (3)

Sometimes longer can be better

The direct telephone tie lines between Plant 66 in Milledgeville, Georgia, and Bethpage plants are now channeled through Western Union's Westar satellite. Fixed in orbit 23,300 miles out in space over the equator, it beams Grumman telephone messages between Georgia and Long Island. These conversations are virtually independent of any ground installations and so are practically free of any earthly weather conditions. Among the advantages of such a system are the high quality of transmission and a very low error-rate.

The satellite connection is new and everyone seems pleased with it. A caller might notice a slight difference when calling Milledgeville. The dial tone and number ring on the other end are lower in volume than usual but as soon as the call is connected, the conversational volume is normal. All calls are out of this world.

Earl Baker, Avionics Test (5)
Robert E. Kiebitz, Estimating/Pricing (5)
James P. Boylan, Project Mgmt. (6)
Francis Tallman Jr., Support (6)
Gottfried G. Eggart, Machine Shop (6)
Stephen O. Haizlip, Mfg. Insp. Mech. (6)
Donald K. Getrost, Mfg. Insp. Elect. (6)
Richard L. Podlaski, Structures (7)
Howard Anderson, Flight Ops. (7)
John D. Young, Production Mgmt. & Stf. (7)
James M. Myles, Chem. Engg. & Process Stand. (12)
Henry D. Schettini, P/S Sys. Implementation (15)
Edward Brennan, B/P Warehouses (21)
Lauretta M. Kinscherf, Dist. Serv. (25)
Andrew DeFeo, Wing Inner Panel & Combo (36)
Allan S. Peterson, Crew Sys. (36)
Efrain Jimenez, Controls & Mechanisms (40)
Walter Alles, Mass Prop. Consol. & Control (40)
William E. Stanton III, Training Sys. (43)

15

Charles W. Doyle, Prog. Contracts (1)
Peter S. DellaPietra, Conv. Machines (3)
Arthur T. Berry Jr., Conv. Machines (3)
Garrett T. Byrnes, QC Quality Engg. (3)
Henry H. Miller, Airport Ops. (4)
Patrick F. Regan, Airport Ops. (4)
Pellegrino M. Petruzzelli, Instr. Plng. & Control (5)
Barry F. Borbet, Pl. 14/26—Inst. Mgmt. & Stf. (5)
John W. McDonald, P/S Sys. Tech. Mgmt. (5)
Stanley Sakowski, Static & Fatigue Test (5)
Eduard Harris, Advanced A/C Sys. (5)
Martin R. Frith Jr., Engines (6)
Roy V. Butler, Inst. Sys. Des. (7)
Robert C. Small, Inst. Sys. Des. (7)
Richard A. Benedict, Flt. Avionics (8)
Hector A. St. Denis Jr., Flt. Avionics (8)
Alfred T. Bergen Jr., Rec. Insp. Elect. Test Lab. (8)
Michael L. Napoleon, Elect. Test (14)
Robert T. Wesnofske, Prog. Contracts (15)
Eugene A. Lynch, PPO—A6 & Misc. (25)
Vincent, G. Vanecek, Computer Des. (25)
Robert G. Rennie, Advanced Space Sys. (25)
Charles P. Kelly Jr., Guidance & Control Stf. (35)
Erik M. Eriksen Jr., Stabil. & Control Equip. (35)
Denise Pettingill, EW Prog. (40)
Thomas A. Guarino, V.P. GAC (15)

Questions on ..... ?

Having trouble filling out your insurance claims? Obtaining a dental form? Have a question about the Investment Plan? Here are the numbers to call for all your "benefit" questions: General Insurance information, Ext. 3146; Dental Insurance, Ext. 3044, Investment Plan, Ext. 7250.

Personal

We wish to thank our friends at Plant 77, in Stuart, for their thoughtfulness during our bereavement. Mike Wegler and Family.

Our gratitude and appreciation to the people in Grumman for their understanding and kindness at the time of our recent bereavement. The Zuk Family.

We would like to express our deepest thanks to the people in Grumman who expressed their understanding and kindness at the time of our bereavement. The Beltrami Family.

We want to thank the people of Grumman for their kindness and sympathy during our bereavement. Pauline Schuellain and Family.

W.T. Merrell

W.E. Becher Jr.

A.F. Perry

P.D. Burke

R.A. Percy

C. Burke

J.R. Holub

P. Baruccheri

V. Palazzolo

J.W. Abrams

E.A. Dawson

J.J. Yuncker

H.S. Phillips

C.T. Lohse

R.G. Erdody

H.T. Lowe

H.G. Locke Jr.

T. Schwartz

I. Olsen

J.C. Combs

D.J. Vazquez

W. Wiederkehr

J. Dragotta

W.D. Rowehl

calendar

AIAA: Thurs., Apr. 29, 8 p.m., Polytechnic Institute of NY, Rte. 110, Farmingdale; LI Section; guest speakers talk on "Do Professional Societies Represent Engineers?;" guests welcome. George Frankel, x9113/Ken Foreman, x2221.

Aikido Club: every Mon. & Wed., 5:15 p.m., Pl. 35 cafe; guests welcome. Bob Bauman, x3886.

Alcoholics Anonymous: every Mon., 5 p.m., Pl. 39, classroom 1; closed meetings. Personnel Relations, x3521; **Calverton:** every Mon., 4-5 p.m., Pl. 8 trailer.

Chess Club: every Tues., 5 p.m., Pl. 30 cafe; guests welcome. Pat Charovkine, x9387.

Coin Club (Bethpage): Wed., Apr. 28, 12:05 p.m., vendor conference rooms, Pl. 25; informal lunchtime meeting. Ken Hale, x1936.

Coin Club (Calverton): every Fri., 1st lunch period, instrumentation conference room, Pl. 6; visitors welcome.

Grumman Cycle Touring Club: Mon., May 10, 5 p.m., Pl. 28 auditorium; general meeting; Apr. 25, 20-mile ride; May 2, 25-100 mile ride. George Hilton, x2113.

Grumman Dance Club: every Thurs., starting May 6, 5-8 p.m., Pl. 28 auditorium; hustle lessons; all welcome. Bob Gill, x84083/ Marylouise Henning, x3909.

Duplicate Bridge Club: every Thurs., 6 p.m., Pl. 30 cafe; open competition; guests welcome. Hugh Montague, x3863/Erick Stern, x1294.

Karate Club: every Mon., Tues., & Thurs., 5:30 p.m., Pl. 35 cafe; building character thru physical exercise & self-defense; guests welcome. Hy Dreksler, x86812.

Grumman Model Railroad Society: every Wed., 5:30-9:30 p.m., Model RR Bldg. (at Pl. 3 rr crossing); regular meeting; guests welcome. Ray Muntz, x87409.

Rod & Gun Club: every Mon., 4:30-9:30 p.m., NYS Armory, Riverhead; 1st & 3rd Mon., 8-10 p.m., Naval Reserve Training Center, Huntington; every Tues., 6-8 p.m., Colonial Firearms, Levittown; every Thurs., 6-10 p.m., Old Bethpage Club Range, W. Babylon; every Fri., 6-8:30 p.m., Marine HQ Range, Garden City; practice & matches; open to all Grummanites. Call GAA for information.

Society of Logistics Engineers: Tues., Apr. 27, 5:45-9:00 p.m., Holiday Manor, Bethpage; Dist. 10, Chapter 1; guest speaker: Rear Adm. E.J. Otth, U.S. Navy—"Logistics Support Relative to the Latest Guided Missile Frigate FFG-1;" guests welcome. Ken Webster, x1576/Vahe Jordan, x1936. Work shop offered 5:00-5:45 p.m., Holiday Manor, Manor Room; speaker: George Gilmartin—"Overview of Level of Repair Analysis."

Symposium, Wed., May 12, Kings Grant Motor Inn, Plainview; luncheon $15 pp; 9:00 a.m.—4:30 p.m.; luncheon speaker: Larry Mead, senior vice-president, GAC, and seven other speakers will talk on "The Expanding Role of Logistics." Howard Ehmann, 742-9226.

Grumman Scuba Divers Club: Wed., Apr. 28, 5 p.m., Pl. 28 lobby; discussion of future dives; guests welcome. Cindy Schlicter, x6120.

Stamp Club: first 3 Wed. of each month, 5 p.m., Pl. 30 cafe. Steve Hoops, x3926.

Grumman Toastmasters Club: Wed., May 5, 5 p.m., conference room 1C, Pl. 25; local chapter; regular meeting; guests welcome. Tom Smith, x87360.

obituaries

ERLING LINDBERG of Templates, Plant 2, died April 4 at the age of 58. He had been with Grumman since 1952 and lived at 41 Broadway, Greenlawn.

Suggestions

(Continued from page 1)

them...and it's paying off."

Harold Lockwood of the Plant 2 Hydraulics Department took the time to submit an idea, and it earned him $1,750 in U.S. Savings Bonds. Harold's suggestion was to modify a ram swager machine (it produces hose fittings for aircraft hydraulic lines) by adding a micrometer, a speed control valve, and designing a set of measured tubes that act as a stop for the ram. The micrometer allows the operator to adjust for different types of dies; the speed control valve makes sure the ram descends only as fast as he wants; and the measured tubes eliminate any guesswork as to how far it should go. In 1953, Lockwood designed a similar set of stops for tube bending machines, and as he put it, "I really just took a page out of my own book for this suggestion."

Lockwood has now crossed the $1,000 mark four times for his suggestions to Grumman; in 1955, '59, '71, and '76. "This time the money's going towards my retirement," says Harold. "I've been here for 28 years now and I'll be leaving soon. Maybe I'll go back to music. I played the sax and clarinet in the big bands before I came here."

The Grummanite sees the suggestions he's made as part of his job. "I've made little improvements without bothering to submit them. If you can make something simpler you'll do a better job." A better job —that's what Project Sterling's goal is, and judging by the results so far, that's what Grummanites are aiming for.

Other March suggestion winners are:

$1200—Robert Fritz/John Senia, both of N/C Mach., Pl. 3.

$1150—William Soldt, Insp-Mech., Pl. 2.

$1050—Frank Brown/Joseph Blanche, both of Sub-Assy. Maj., Pl. 1.

$950—Clifford Stahl/John Klopp, both of Elect. Boxes, Panels & Draw. Fab., Pl. 43.

$875—Thomas Butler, Structures, Pl. 6.

$850—Charles Tyler, Elect. Bench Assy., Pl. 6.

$800— Darliene Bonds, Inspect. Q.C., Pl. 77.

$775—Frank Leotta, N/C Mach., Pl. 3.

$750—Robert Burns, Fluids, Pl. 6; James Lindsey/Frank Zahra, both of Structures, Pl. 7.

$725—William Gordon, N/C Mach., Pl. 3.

$600—Fred Welge, Steel Pts. Assy., Pl. 2.

$575—Benjamin Galper, Insp-Mech., Pl. 2; Peter Kolano, Pts. Paint, Pl. 3.

$550—Robert Baker/Sven Abramson, both of Pl. 43; Arthur Leseberg/David Garcea, both of Pl. 88, all of Production.

$500—Harold Fitzgerald, Wing Final Assy., Pl. 3.

$400—Dominick Chiaiese, Fluids, Pl. 6; Joseph Ciechanowski, Sect. Splice, Pl. 77.

$375—Michael Malanchuk; Richard Arpen, both of Structures, Pl. 6.

$350—Frank Densieski/George Graefe, both of Avionics Dev., Pl. 7.

$325—Fred Kahl, Dassault Pl. 77.

Early brochure. Historian Andre Hubbard holds pictures of FF-1 biplane, the first Grumman fighter, circa 1933. (Photo by Bob Settles)

New History Center shares rare records

In 35 years you can learn quite a bit about any subject. André Hubbard has been with Grumman since 1941 and as the Grumman Historian, he combines memory with research and documentation to an impressive degree.

The History Center that Hubbard directs is new to Grumman, although the actual work of collecting Grumman history began in the early 60s with the first historian, Grant Daly. Established last November, the first History Center has finally found a permanent home in the former Credit Union building in front of Plant 2. But even as early as 1968, Hubbard was assigned to continue the job begun by Daly-collecting company records and memorabilia on a part-time basis while he was an editor in Presentation Services. Since 1972, building the archives and answering questions about Grumman products and people has been Hubbard's full-time occupation.

Do you need to know what the Grumman F9F-2 looked like in detail? Or would you have to know some more details about the F3F-2 cockpit to complete a model? Do you need to see drawings for the gun installation of an obsolete plane that no longer exists, even in museums? If you are an aviation student who has tried nearly everywhere and has been told that the information is too ancient for up-to-date records, well then, the History Center is your court of last resort. If the information you seek is on a really ancient relic, it should be your first resort.

Questions like these are answered by Hubbard every day for such prestigious establishments as the Naval Aviation Museum in Pensacola, Florida, and the San Diego Aero-Space Museum. On the other hand, he answers questions for students and other individuals who are writing books, doing research, or just have an itch to know. Large requests requiring much research must have a good reason, however, beyond idle curiosity.

Hubbard's recent most comprehensive effort for a good cause was collecting information and pictures for "The Grumman Story" while it was being written by Richard Thruelsen. From the History Center and several outside sources, such as the Smithsonian Institution, Hubbard and his secretary-aide Edith Kerbs gathered about 1,000 photographs of Grumman products along with more pictures of founding and active Grummanites. Out of these photos, Hubbard selected 600 that were cleared and deemed appropriate for publication, and he participated with the author and publisher in the final selection of the 200 that were published. Ninety-five percent of the photos came from the History Center's collection.

"The requests we get are either simple, detailed, or more technical, but we try to answer all of them," says Hubbard. For instance, did you know the world's fastest piston engine airplane was made by Grumman? Which plane, when, where, how fast it went, and who flew it is on display with one of the aircraft's spark plugs in the History Center. For Grummanites who won't have time to stop by to see the answers, they are: the F8F, flown by Darryl Greenmyer from Edwards AFB on August 16, 1969, at 483.041 miles per hour. The record still stands, but even if it didn't it would be a part of the Grumman archives.

The Center is also the repository for such artifacts as the first time key for the first time clock used by Grumman workers, and the first factory whistle used by the Grumman Aircraft Engineering Corporation in Baldwin, both circa 1930. Says Hubbard, "I'm trying to build an archive of source materials with as much general interest as technical information. If you collect information on people, products, and facilities, you can obtain a good representation of the company's history."

Hubbard likes to make clear that the History Center is far from the only collection of Grumman historical facts in the company. Advanced Systems has a microfilm library, Presentations Services files brochures and artwork, and there's always the Grumman technical library. Each of these areas and several others offers retired materials to the Center's archives when they become far out-of-date, or the airplanes themselves are so long out-of-production that only rare requests are made for them.

With so many letters arriving bearing requests for data and pictures, the need for a Grumman archives is well-established, according to Hubbard. Today's news may be tomorrow's history, but in the case of the History Center, yesterday's ordinary happenings is not only valuable information today—it will be far into the future.

GRUMMAN plane news

Published twice a month for the employees of Grumman Aerospace Corporation, Bethpage, N.Y. 11714, as a function of the Public Affairs Dept., Vice President J. B. Rettaliata, director.

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Clark, Morgan par for course, win Stuart winter league title

When the team of Jim Clark and Jim Morgan sank their last putt of the season last summer, they found themselves at the top of the ranks in the Sunshine golf league at Stuart Operations in Florida. And there were plenty of their fellow golfers shaking their heads when the twosome once again walked away with the crown in the Stuart Winter league.

Finishing in second place was the team of Stan Hills and Jim Clark. Gino Narducci was heralded as the league's Most Valuable Player.

A couple of weeks ago, the Sunshine Summer league teed off its new season. But it looks like Clark and Morgan will have a little trouble keeping their winning streak alive—the league has grown to over 80 golfers.

Chip in

Golfers will have to dig deeper into their pockets this season if they plan on playing the Bethpage golf courses. Green fees have been raised to $5 for play during the week, $6 on the weekends, and for twi-light golfers, it's $4.

Sunshine boys. Winners in the Plant 77 winter golf league are: (L to R) front row–Cliff Hartnack, second place; Jim Morgan, first place; back row–Gino Narducci, MVP; Stan Hills, second place; and Jim Clark, first place.

Hellcats honored. Vice President Tom Rozzi (2nd R) examines Grumman varsity basketball team's second place trophy acquired in the Glen Cove league. On hand at the event were (L to R) Chet Baumgartner of GAA and Jim Heine and manager Walter Gleich of the Hellcats. (Photo by Jim Wagner)

Set April 30 as entry deadline for '76 varsity golf tryouts

Each year, the field of contenders for the eight berths on the Grumman men's varsity golf squad increases, says Mike Cherry of GAA who's been coach of the golf team for the past 15 years. Whether or not that number increases this year will be determined shortly. Deadline for registering for the 1976 golf varsity trials is set for Friday, April 30.

This year's tryouts are slated to begin Monday, May 17, at the Bethpage State Park. Only Grumman golfers with handicaps of 10 or less are eligible to enter the 54-hole trials. Handicaps must have been established in 1975 over regulation layouts, and all league or club handicaps should be included on the entry forms.

Varsity berths will go to the eight low-medal players for the three rounds. After the second round, set for Wednesday, May 19, the field will be sliced to 16 low scorers, with the varsity squad team determined on the total scoring for the 54 holes, which ends on Monday, May 24. Play will be held on the Red and Black courses at Bethpage.

Entry blanks should be forwarded to Mike Cherry at the GAA office, Plant 30. Entry deadline is Friday, April 30.

Mixed Pinehurst

The Grumman Athletic Association recently unveiled the calendar for the trio of 1976 Mixed Pinehurst tournaments. According to Mike Cherry, the following golf tourneys have been scheduled at the Bethpage State Park: Wednesday, June 23, Yellow course; Wednesday, July 21, Blue; Wednesday, August 25, Yellow. More information will appear in a future issue of PLANE NEWS.

What's happening...

While golfers prepare to tee off and softball players warmup for their season openers, several other groups have been making their own plans for the warm weather.

CYCLING — The next Grumman Cycle Touring Club outing will take place on May 2. The following starting times are scheduled: 100 miles, 7 a.m.; 50 miles, 8:30 p.m.; and 25 miles, 9:30 a.m. All rides will begin in the north parking lot of Nassau Community College. A regular club meeting will be held in the Plant 28 auditorium on May 10 at 5 p.m. Anyone wishing to join the club should contact Bill Bosakowski on Ext. 86335.

DANCING — A dance club has been initiated at Grumman that will concentrate on the latest steps. According to Marylouise Henning and Bob Gill, hustle lessons will begin on Tuesday, May 4, in the Plant 28 auditorium from 5 to 8 p.m. For more information, contact Henning on Ext. 3909 or Gill on Ext. 84083.

CAMPING — For the Grumman Family Campers, the year 1976 is bound to be a busy one. There are 18 excursions slated for this season of which 16 will take place on Long Island. For additional information, please call club president John Cornacchia, Ext. 86058.

Varsity golf tryouts

Entry blank

Name ..... Perm. No. .....

Dept. ..... Plant ..... Ext. .....

Club or league	Course	Handicap
.....	.....	.....
.....	.....	.....
.....	.....	.....

Submit to GAA, Plant 30, by April 30

GAA drive 'best ever' reaches 87.6%

After a half-hour of spinning and picking, 15 Grummanites ended up with $100 U.S. Savings bonds, and 50 more won a set of Grumman glasses. They were the winners of the GAA drive drawing, held on April 9 at the Plant 30 cafeteria. Present at the drawing were Grumman Aerospace Vice President Tom Rozzi, GAA director Bob Benn, drive coordinator Mike Cherry, and the plant distribution representatives for the drive. After Tom Rozzi's opening talk, in which he noted that "Sports in Grumman has helped the company tremendously," Bob Benn announced that this year's drive has netted the association $19,360, and that participation reached 87.6%, the best ever.

Mike Cherry thanked the sales and distribution personnel, "who made the difference in this year's very successful drive," and expressed his gratitude to everyone who purchased a GAA membership card.

Winners of the $100 U.S. Savings Bonds are:

PLANT 1—Michael De Meo, Ozzie Ferrer,
PLANT 3—Daniel Smallwood.
PLANT 4—Edward Grams.
PLANT 5—Fred Bevilacqua.
PLANT 25—Johnnie Woods.
PLANT 28—Mary Jennerich.
PLANT 30—Gladys Clerke.
PLANT 40—Walter Larkin.
PLANT 44—Thadeus Ryezewski.
PLANT 47—Edward Keating.
PLANT 55—Homer Elgin.
PLANT 66—Francis Kennedy.
PLANT 77—Frank Little.
HEADQUARTERS—Elizabeth Weisgerber.

100% departments

PLANT 1—Prog. Procurement-F-14, Prod. Mfg. Budgets, Mfg. Tech. Producibility, Tool Maint. Repair, Mfg. Tech. Production Services, Assem. Tool/Hand Equip., Equip. Tech/Fasting Syst., Major Assem., Sub-Assemb., Fuselage Joining, Hydraulics, Elect. Fab., Prod. Mfg. Mgmt/Staff, Prod. Mfg. Admin., Prod. Mfg.-F-14 Mgmt/Staff, Ind. Engg.-Sched./Status, Ind. Engg.-Layout & Equip., Prod. Release/Anal., Proj. Proposals, Methods Engg., F-14 Mfg.-ME Methods, Inspection-Mech., Program Mgmt-F-14. Buffeteria.

Drive's end. At the GAA drawing on April 9, Mike Cherry (R) spun the wheel, Vice President Tom Rozzi drew the first ticket, and GAA Director Bob Benn (L) read the first winner. Fifty Grummanites received sets of Grumman glasses, and 15 luckier winners were awarded $100 U.S. Savings Bonds.

PLANT 2—Prod. Release and Anal., Plans/Prop. Mgt./Staff, Prod. Mfg./F-14/Space, Baseline Mfg. Plans, Proj. Proposals, Prod. Quick Response, Planning, Systems and Facilities, Prod. Mfg. Admin., Sub-Assy. Control, Dispatching, CAD Plate, Heat Treat., Spotweld, Prototype, GSE Mechanical, Steel Parts Assy., Tanks & Ducts, Hydraulics, Detail parts, Comp. Test, Maint. Admin., Maint. Rearrangement, Maint.-Facl. Equip./Gen., Small Parts Fab., Stress Relieve & Hot Form, Buffeteria South, HQ Buffeteria, B&U Commissary, Food Service Adm., Prod. Release & Anal., Prod. Mfg. Budgets, Program Mgmt., Mashalling & F-14 TL Cont., Forecast & Loading, Planning Mgmt./Staff, Prod. Mfg. Mgmt./Staff, Data Oper. Center, Assbly Tool & Hand Equip., Mods/Methods Status, Mfg. Engg. Mgmt./Staff, Equip. Tech. & Fasting Syst., Mfg. Tech. Prod. SER., Assbly Method & Planning, Methods Engg.

PLANT 3—Tool Maint. Repair.

PLANT 4—Manufacturing Ops., Flight Transportation, CDM Staff/Ops., P/S Site Supply Mgmt., Air Traf. & Radio Comm., Aircraft Programs, Systems, Buffeteria.

PLANT 5—Opportunity Development, Final Assembly, Intrum. Test, Avionics Test, Support Equipment Prod., Model Shop, CDM Staff, Exec. Staff, Legal, Corp. Est./Price, Assmbly. Method & Planning.

CALVERTON OPS.—Production Control, Critical Material Control, Procurement Ops., Material/Logistics Mgmt./Staff, Inventory Control, Repair Control, Calverton Mgmt/Staff, Communication Serv., Transportation, Security, Plant 8 production, Config. Data Mgmt., Classified Docum. Control, Library, Govt. Material Control, First Aid, Safety, Facil. Engg., Calverton Engg., Facil. Maint. Mgmt., Plt. 6 Mgmt/Staff, Support, Elect. Bench Assemb., Elect. Methods, Tool. Machine Shop, Weld./Bench Support, Tool Design, Ind. Engg., Budgets & Proposals, Data Systems, Production Release & Anal., Instrum. Test, Food Service.

PLANT 10—Q.C. Laboratory.

PLANT 11—Plaster/Plastics.

PLANT 13—Instrument Test.

PLANT 15—CDM C-2C Program, E-2C Field Service Program Staff, PPO-E-2, Program Mgmt. E-2.

PLANT 25—CDM A-6 Programs, CDM Shuttle Wing, Program Mgmt. A-6, Program Est./Price, Program Contracts, DOD-Program Staff, Energy Commercial Sales, Energy Advanced Systems, Energy Programs-Mgmt./Staff, Energy Engg.

PLANT 27—All Departments

PLANT 30—Material Mgmt Systems, GDS Subcontracts, Proposals—Finance/Planning, Pricing/Anal.—Finance/Planning, Q.C. Supplier Control, Tech. Reqmt., P/S Oper. Proj. Mgmt., P/S Cust. Orders/Rec., P/S Site Supply Mgmt., P/Sup Supply Ops. Mgmt., Finance Administration, Fin. & Reg. Reports, Contract Revenue, Materials Acctg., Claims & Adjust., Invoice Audit, Gen. Acctg., Contract Terminations, Contract Cost Anal., Property Acctg., Food Service Acctg., Audit Liaison, Paymaster.

PLANT 34—Publications.

PLANT 35—Quality Engg., Cafeteria.

PLANT 36—Wing Surfaces, A-6E Wing Inner Panel, Sub-Assembly, A6E Wing Center Section, E-2C Fuselage, Vehicle Liaison Engg., Inspect.-Mech., Transportation, Maint. Re-arrangement, Maint.-Fac./Equip/Gen.

PLANT 37—Shear.

PLANT 40—CDM—EA-6B program, CDM 111A Program, Electronic Warfare-Prog. Procurement, Cafeteria.

PLANT 43—PP Trainer Systems.

PLANT 56—Glen Arm, MD.

PLANT 57—NAS Cubi Pt., Phillippines

PLANT 66—Milledgeville, GA.

PLANT 75—NATC, Patuxent River, MD.

PLANT 76—NAS Alameda, Calif.

PLANT 80—San Diego Area

PLANT 81—Whidbey Island (all depts.)

PLANT 84—Goddard Space Flight Center, MD

PLANT 87—West Coast Office Mgmt, Procurement, Manufacturing Technology, Pwr. Plt. & Environ. Staff, Stab. & Control Equipmt., Machining Engg., Elect. Liaison Engg., Engg. Mgmt., P/S Publications Mgmt., Customer Requirements.

PLANT 88—Pt. Mugu; Flight Test, Prod. Mod. & Test, Quality Cont., Field Service.

HEADQUARTERS—Legal, Corp. Investment, Paumanock Dev. Co.

ALL PLANTS—Plant Protection.

SYOSSET—Health Systems.

CHINA LAKE—P/S Field Service Site Mgmt., A/C Syst. Services, Contractor Maint. Serv.

PLANT 88—Flight Test, Production Modification Test.

Open railroad gates

The Grumman Model Railroad Club is sponsoring an open house for all Grummanites in its clubhouse located near the Plant 3 railroad crossing. The open house will take place on Wed., April 28, from 5 to 9 p.m. and Sat., May 1, from 12 noon to 3 p.m. For more information, contact Ray Muntz, Ext. 87409.

GRUMMAN plane news

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BULK RATE
POSTAGE PAID
BETHPAGE, N.Y. 11714
PERMIT NO. 264

Vol. 35, No. 8, April 23, 1976, Bethpage, N.Y. 11714